

Message Text

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ORIGIN EUR-12

INFO OCT-01 IO-13 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOTE-00 EB-08 INR-07 NSAE-00 FAA-00 SIG-01 SS-15

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TO AMEMBASSY ANKARA IMMEDIATE

AMEMBASSY LONDON IMMEDIATE

AMEMBASSY NICOSIA IMMEDIATE

INFO AMCONSUL MONTREAL IMMEDIATE

USMISSION USUN NEW YORK IMMEDIATE

AMEMBASSY ATHENS PRIORITY

AMEMBASSY BONN PRIORITY

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USMISSION EC BRUSSELS PRIORITY

AMEMBASSY PARIS PRIORITY

AMEMBASSY ROME PRIORITY

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USMISSION NATO PRIORITY

C O N F I D E N T I A L STATE 059888

MONTREAL FOR ICAO REP

E.O. 11652: GDS

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TAGS: PFOR, EAIR, PORG, CY, TU, US, ICAO

SUBJECT: NORTHERN CYPRIOT AIRSPACE ISSUE

REF: (A) STATE 58162, (B) ANKARA 1926, (C) ANKARA 1931

1. DEPARTMENT HAS REVIEWED INSTRUCTIONS CONTAINED IN REF A

IN LIGHT OF INFORMATION AND SUGGESTIONS IN REFS B AND C.
WE CONCUR FULLY WITH POSITION YOU TOOK IN YOUR DISCUSSION
WITH ELEKDAG BUT, GIVEN THE NATURE OF HIS REPLY--INCLUDING
CONTENTION THAT PROPOSED NEW AIR ZONE WAS NECESSARY AND
WAS ONLY "ADVISORY" IN NATURE--WE CONSIDER IT ESSENTIAL
THAT YOU RAISE MATTER AGAIN. YOU SHOULD INFORM BRITISH
EMBASSY OF APPROACH AND TO EXTENT POSSIBLE COORDINATE WITH
U.K. AND OTHER WESTERN EMBASSIES WHICH MAY BE MAKING
SIMILAR APPROACH. SINCE PROPOSED CHANGE WOULD GO INTO
EFFECT MARCH 21, YOU SHOULD IF POSSIBLE MAKE APPROACH
MARCH 18.

2. APPROACH SHOULD NOT BE BASED SOLELY ON SAFETY GROUNDS,
ALTHOUGH IN OUR VIEW ARGUMENT THAT AIR TRAFFIC CONTROL
SERVICES WOULD BE OTHERWISE UNAVAILABLE IS UNPROVEN.
ALTHOUGH OUR OBJECTION TO "TFSC" ACTION HAS IMPORTANT
POLITICAL DIMENSION, WE THINK IT BEST THAT APPROACH BE
COUCHED PRINCIPALLY IN TERMS OF AIR SAFETY, OPERATIONAL

CONSIDERATIONS AND RECOGNIZED INTERNATIONAL PROCEDURES.

3. FOLLOWING ARE SUGGESTED TALKING POINTS:

-CHANGE PROPOSED WOULD BE DISRUPTIVE OF AIR COMMERCE AND
POTENTIALLY HAZARDOUS TO AIR SAFETY AND THEREFORE SHOULD
NOT BE ALLOWED TO GO INTO EFFECT.

--WE CONSIDER TURKISH GOVERNMENT, AS AUTHORITY GIVING
TURKISH CYPRIOTS DE FACTO CONTROL OVER NORTHERN CYPRUS,
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HAS PRIMARY RESPONSIBILITY IN THIS MATTER. WE WOULD HOLD
GOT ACCOUNTABLE SHOULD ANY AIR SAFETY OR OTHER PROBLEMS
ARISE.

--ESTABLISHMENT OF "ADVISORY" ZONE COULD CREATE CONFUSION
AND HAZARD. "OPTIONAL" USE COULD DEFEAT ESTABLISHED
SYSTEM SINCE CONTROLLERS IN THAT SECTOR MIGHT BE UNAWARE
OF TRAFFIC CONFLICTS.

--SO FAR AS WE ARE AWARE, AUTHORITIES WHICH PROVIDED AIR
TRAFFIC CONTROL SERVICES IN NICOSIA FIR/UIR PRIOR TO 1974,
UNDER INTERNATIONALLY-RECOGNIZED AND ACCEPTED ICAO FRAME-
WORK, CONTINUE TO HAVE CAPABILITY TO PROVIDE THOSE
SERVICES NOW, IF PROPERLY NOTIFIED OF PROPOSED AIR TRAFFIC
MOVEMENTS IN ACCORDANCE WITH RECOGNIZED INTERNATIONAL
PRACTICE.

--THE USG CANNOT ACCEPT UNILATERAL CREATION OF A SEPARATE,
UNCOORDINATED CONTROL AREA WITHIN AN ESTABLISHED FIR/UIR

WHICH INCLUDES INTERNATIONAL AIRSPACE, AND WOULD HAVE TO
ADVISE U.S. AIR CARRIERS ACCORDINGLY.

--IF GOT BELIEVES AIR TRAFFIC CONTROL IN THIS AREA IS
INADEQUATE, PROPER SOLUTION IS THROUGH CONSULTATION BY
GOT WITH ICAO OR AUTHORITIES CONCERNED, NOT BY UNCOORDI-
NATED, UNILATERAL ACT OF THIS NATURE.
CHRISTOPHER

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